

ENGINEER'S REPORT.

ENGINEER'S OFFICE W. & M. R. R.
WILMINGTON, N. C., Jan. 25, 1853.

W. W. HARRIS,
President W. & M. Railroad.

I have the honor to submit, for the information of the Board of Directors and Stockholders, the Annual Report of this Department for the year ending December last.

During the year the Road has been completed and opened for use on the Western Division to Hills, a distance of 47 miles from its junction with the Camden Branch; and on the Eastern Division from Brunswick to the Western side of the White Marsh, a distance of 41 miles—making 88 miles of Road laid out and in operation; of which 79 miles have been completed during the year.

On the Western Division the Road is graded; the culverts, culverts, and cattle guards constructed, and the remaining distance to be laid out and in operation; and the remaining distance to be laid out and in operation; and the remaining distance to be laid out and in operation.

On the Eastern Division but little graduation has been completed between Whiteville and Fair Bluff, the most important piece of trestle work—at Portersville—will be completed by the 5th February.

The culverts, cattle guards, &c., and delivery of the trestle work, are so far advanced as will not delay the completion of the Road.

Between Fair Bluff and Portersville, a distance of one mile west of the Little Pee Dee River, the remainder is principally light embankments, and with the large force obtained by the contractors, it will be finished in due season.

The timber for the trestle work at the Lumber and Little Pee Dee Rivers is also under contract, and a quantity of it ready for delivery.

Between the Little Pee Dee and the Great Pee Dee Rivers the graduation has been completed, except one contract next and adjoining the same.

Since the date of the order of the Board to resume work on Eagle's Island, efforts have been made to complete this work under contract, but have only been successful for the construction of the Bridges over Alligator Creek and Brunswick River, and for the delivery of the timber.

The character of this work is such that no energetic and reliable person has been found to undertake its construction; and the problem of owners from employing their slaves on it, rendered it necessary to prosecute it on the Company's account, with almost exclusively white labor.

From a view to this, the Steam Pipe Machine has been ordered at the Brunswick River, and active operations will be commenced as soon as the timber and labor can be obtained.

The completion of this work is important to prevent the delay and cost of transportation of freight at the Brunswick River; and steps are taken also for the construction of wharves and warehouses of sufficient dimensions to accommodate the quantity of freight that will probably offer for transportation during the year.

With this view, enquiries have been made of the quantity of Naval Stores and other products of the South, which are transported during the year within the limits of North Carolina. Good lands, adjacent to the line of the Road, have been secured since its commencement from fifty cents to an average price of four dollars per acre; and heavy investments have been made by active and energetic men, who are making extensive preparations for the production of Naval Stores and Timber.

With the necessary machinery, and the prompt transportation of Naval Stores, and twenty millions feet of Timber and Lumber, in addition to other productions, will be placed on the Road within the current year.

In this connection it may be proper to state that the policy which I have pursued in the management of the work has been to foster and encourage the production of the various productions of the South, and to the line, as first in importance, the most reliable and valuable portion of its receipts. It is this policy which builds up villages and towns, and by a judicious arrangement of the freight, to encourage the production of articles which would seek transportation at a season when the machinery and cars were comparatively unemployed, leads to the development of the resources of the country.

In a staple country three-fourths of the crop seeks market where the proper facilities are offered for transportation between the 1st of September and the 1st of January—a period of four months—the return supplies follow immediately, and return a large outfit of machinery and Cars, which would not be profitably employed during the remaining months of the year. At present the principal market in South Carolina is Cotton, which is cultivated on the ridges adjacent to the stream, and the fertile land between the streams is an untapped resource, which, when united by your Rail Road with Wilmington, will furnish profitable employment for capital, and by varying the character of the productions, will give more uniform and steady employment to the machinery. The articles of timber and Lumber, (of which the supply will be almost unlimited,) can be transported to the market, and my confidence in the success of this has been strengthened by applications already made for transportation at the estimated rates.

The Western Division of the Road has not progressed during the past year, as rapidly as was anticipated at the date of my last Report; and this was owing to the failure of the South Carolina Railroad Company to transport the Iron as rapidly as the large and efficient force of track-layers, employed on the Road, could use it. The causes which led to this disastrous state of affairs are so familiar that it is scarcely necessary to advert to them. They may be briefly stated to be the unusually heavy pressure on the Congaree and the damage to the Wilmington Bridges by the freshet of the 29th August, which suspended the transportation of all freight until the 1st of November. This was a loss of 3 feet above the Rails at our Junction with the old Camden Branch, but not considered by the old Camden Branch, but not considered by the old Camden Branch, but not considered by the old Camden Branch.

The delay in receiving the Iron, and in the transportation of freight and travel may be seen in the heavy bills paid for "lost time" to the contractors for track-laying, and the reduced receipts in the month of September and October. (See Statement A.) While the grade of the Camden Branch remains at its present elevation, your bill will be subject to these interruptions, and I submit for your consideration, what measures shall be adopted to remedy the same.

Statement A exhibits the receipts from the sources on the Western Division during the year, and with the number of passengers who have travelled on the Road. These receipts exhibit more than a corresponding increase with the extension of the Road, and would have been much greater if the Camden Branch had not been broken, and the whole number of miles of Road during the year had been 145 miles. (See Statement A.) which is not one-half of the amount which, under more favorable circumstances, would have offered for transportation.

Statement B exhibits the number of Engines on the Road, with the dates of their delivery, their performance, and cost of repairs during the year. The general comparison with the corresponding bill of repairs for the year, constructed by Messrs. Ames & Drury, of Boston, is rarely equalled, and the engines received of Messrs. Norris Brothers, of Lowell, Massachusetts, are yet to be delivered by the Messrs. Brothers, under the original contract for two of these will be shipped to this

place on the 1st of February, and the remaining two in April. In accordance with an order of the Board, a contract was made with the same firm for two additional Engines, to be shipped in May, as may be directed by the year.

Statement C, exhibits the Cars of all descriptions on the Road, with the names of the makers, and dates of delivery, which will be useful for future reference, to show their comparative durability. The freight and baggage Cars on the Eastern Division have been constructed in the Company's Shop. One passenger Car contracted for, will be shipped to this place by the 1st of February.

With a regular and sufficient supply of iron on the Western Division, it is fair to presume the Road will be in operation to the Pee Dee River, and to Fair Bluff on the Eastern Division, by the first of July, which will reduce the Staging to less than forty miles, and thus open a new and certain route by land, more expeditious and pleasant than the present Mail route. This will cause the larger portion of the through travel to pass over your Road, and to recommend the eight first class Passenger Cars be contracted for, to be delivered in time to accommodate this travel. These Cars require considerable time in their construction and painting.

The Roadway is in good condition, except where the track was laid on new embankments, which will require a summer for perfect consolidation. The soil on some portions of the Road is of such a character, that it should be ballasted with sand or gravel, which will materially reduce the cost of repairs. I recommend, also, that arrangements be made to begin during the year to fill up the trestle work and pile bridging. These works are well constructed, and are believed to be sufficiently strong; and the utmost vigilance and care is required in their examination and repairs, and the speed of the Trains while passing over them is reduced to 8 miles per hour, yet a just appreciation of the moral responsibility of a proper care for the safety and security of human life, and true economy in rendering the work of the most permanent character, are the reasons advanced for commencing this work at the earliest moment.

I cannot close this Report without calling your attention to a route for a Branch of your Road, which I consider worthy of consideration, and as offering extraordinary inducements for its construction. It is known that the examinations and discoveries by scientific and capable men, have resulted in establishing, almost beyond doubt, the high value, superior quality, and almost inexhaustible quantity of Coal on the Deep River and its tributaries. The transportation of Coal by Railway, even for a much greater distance, and under more unfavorable circumstances, than a settled question; and there are but few Coal fields in our country which are not connected with market by Railway.

At the late session of the Legislature of North Carolina, a Charter was granted for the construction of a Railroad from Fayetteville to these Coal fields; and measures will soon be adopted for its construction. An examination of the map with a view to the selection of a route for a Railway from the Sea-Board to the Coal fields, will point out the Ridge route on the Western side of the Cape Fear River, and passing through or near Fayetteville, as the shortest and best natural route. Your Road occupies this route for a distance of about 30 miles, and the remaining distance of 50 miles or less, to a connection with the proposed Road from Fayetteville, will pass over an almost unbroken ridge between the waters of the Cape Fear and Lumber Rivers. On your Road this traffic would only encounter maximum grades of 15 feet per mile, and it is believed these grades may be extended to the Mines.

These Coal fields cannot be reached by any other route within the same distance, and by no other route as light grades be used. In addition to this, the terminal arrangements, with a water front of nearly 1 1/2 miles in length, on which, at a small cost, wharves can be constructed to water of sufficient depth for the largest class of vessels which can enter this port. The peculiarly adapted to this species of traffic. While the construction of this work, from the inexhaustible quantity of Coal supposed to be in the mines, will not damage other works already projected and commenced, it will add materially to the resources and receipts of your Company, on a comparatively unproductive portion of the Road, and unite by the indissoluble tie of mutual interest, the largest and most prosperous towns in North Carolina.

Respectfully submitted,
L. J. FLEMING,
Res. Eng. W. & M. R. R.

STATEMENT OF THE DISTANCES, COST OF CONSTRUCTION, LEADING CHARACTERISTICS, AND PROBABLE COST OF TRANSPORTATION ON THE ROUTES FOR RAILROADS FROM THE NORTH CAROLINA COAST MINES, TO THE PRINCIPAL PORTS ON THE ATLANTIC COAST.

From	Distance	Cost of Construction	Probable Cost of Transportation
From Wilmington, via Wilmington & Manchester Railroad, to Wilmington	30	100,000	100,000
From Wilmington, via Wilmington & Manchester Railroad, to Manchester	143	450,000	450,000
From Wilmington, via Wilmington & Manchester Railroad, to Portersville	143	450,000	450,000
From Wilmington, via Wilmington & Manchester Railroad, to Fair Bluff	143	450,000	450,000
From Wilmington, via Wilmington & Manchester Railroad, to Hills	143	450,000	450,000

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Ma. BAKER'S NOMINATION.—It is ardently to be hoped that the President's nomination of this gentleman to the Supreme Court, will not be confirmed. The first objection to him is that he does not reside in the circuit where the vacancy occurred. With us, however, a far more insurmountable one is found in his constitutional views. In political sentiment he is an ultra federalist—the best exponent perhaps of the Hamiltonian consolidation. This does not live. It is difficult for even the best of us to remain true to the Republican creed, when made a United States Judge.

The history of our Government presents, we believe, not above three or four examples of such fidelity. Much less than have we to expect from an avowed and veteran advocate of federalism. With a supreme bench composed of such, how long would it be before we should see the very last of the reserved rights of the States, wrested from them by the transiendian constructions of the Constitution. That Mr. Baker did not vote for Gen. Pierce, we do not complain. There are Whigs—Whig supporters of Gen. Scott—one a distinguished gentleman of this city—whom we should not regret to see on the supreme bench. But such are State or non-federal Whigs. To the latter, whatever other honors may be conferred upon them, we hope the appointment of a Supreme Court Judge will never be given.—Savannah Georgian.

A LAW CASE IN 1802.—The following case, which will make some of our metropolitan lawyers "rise in their boots," was actually adjudicated in the year 1802; in the town of, in the State of Rhode Island: *Sharks v. Ogle*. Coram Bail Justice. Court: Trespass done by Michael, the hired man of Ogle, for fishing in the river illegally. Damage laid at fifty dollars.

Upjohn for defendant, and plaintiff per se.
Upjohn—Your honor, at nine o'clock, the time of return, I shall be ready in case *Sharks v. Ogle*.
Justice—You for Ogle?
Upjohn—Yes.
Justice—The case is already disposed of, and I am now making up the judgment. I will admit no testimony, but if you have anything to say, I will hear you.

Upjohn—I will proceed as soon as your honor is at leisure.
Justice—I was only making up the judgment, sir. I will hear you go on.
Upjohn—Object to the decision of this case before the time assigned in the writ, and before I am heard.
Justice—Go on, sir, I'll hear you. I can hear just as well while I am writing. It will make no difference.

Upjohn—This suit is brought by the plaintiff, defendant for damage done by Michael. It should have been brought by Michael the trespasser.
Justice—You a bigger and—Well, go on, I'll hear all you have to say.
Upjohn—The defendant cannot be connected with the transaction, nor be sought for over twenty dollars, nor have jurisdiction where more is laid.
Justice—Notice seems to have been sufficient to bring you here! But go on, I'll hear. You don't disturb me.

Upjohn—The statute also requires (page 185) the writ to be under seal, and the writ is not under seal.
Justice—Mr. *Sharks*, just your own word. Go on, sir, I hear every word you say.
Upjohn—The writ is directed to a sheriff and is served by a town sergeant. Your honor cannot proceed.

Justice—Then this is not a court! Ha! ha! Go on!
We do proceed, you are to fish in the river.
Justice—Ha, ha! No trespass for trampling down clover, eh!
Upjohn—But the action is not for trespassing in the clover.
Justice—Go on, sir. That bill of costs is right, Mr. *Sharks*?

Upjohn—The damages laid in the writ at fifty dollars. Now your honor, has exceeded his jurisdiction. A Justice cannot give judgment for over twenty dollars, nor have jurisdiction where more is laid.
Justice—Why, Squire, "you talk as one of the foolish women talk," as Solomon said on a similar occasion. Cannot give judgment for more than twenty dollars—up! I have, Squire Upjohn; yes, I already have given judgment for more than double that amount and costs to match. Don't trouble the court any farther with such futile objections. The court is adjourned, and no appeal allowed.

LIFE IN THE TROPICS.—Mr. Butler, a pleasant lecturer on entomology, in a lecture delivered at Louisville, this, describes some of the luxuries of the torrid zone:
"The bete rouge lays the foundation of a tremendous ulcer. In a moment you are covered with ticks. Chigoes bury themselves in your flesh, and hatch a colony of young chigoes in a few hours. They will not live together, but every chigoe sets up a separate ulcer, and has his own private portion of pus. Flies get entry into your mouth, into your eyes, into your nose; you eat flies, drink flies, and breathe flies. Lizards, crocodoches, and snakes, get into your bed; ants eat up the books; scorpions sting you on the foot. Everything bites, stings, or bruises; every second of your existence you are wounded by some piece of nature, and you are never safe before. Except Swammerdam and Meriam. An insect with eleven legs is swimming in your tea-cup, a nondescript with nine wings is struggling in the small beer, or a caterpillar with several dozen eyes in his belly is hastening over the bread and butter! All nature is alive, and seems to be gathering all her entomological hosts to eat you up. You are standing, out of your coat, waistcoat, and breeches. Such are the tropics. All this reconciles us to our dew, fogs, vapor, and drizzle—to our orthopedies rubbing about with gargles and tinctures—to our old British, constitutional coughs, sore throats, and swelled faces."

MARSHALL HAYNAU IN FLORENCE.—Marshall Haynau, familiarly called the "Austrian Butcher," is in Florence, receiving all sorts of attention from the Grand Duke and his minions, in the midst of the ill-concealed scorn of an indignant community. A letter in the Newark Advertiser, dated Florence, Jan. 2, says:
"The occasional appearance of this really hideous looking personage in the streets, (for he has certainly the most ill-favored head and face I have ever seen on human shoulders) is the invariable signal for the bitterest expressions of popular hatred, half-suppressed hisses, and cries of 'butcher,' 'beast,' 'woman murderer,' 'Austrian Jack Cade,' &c. His servants share in the contempt."

Some of the most aristocratic families, who delight in the Austrian rule, have sought to soothe his feelings by feasts and banquets; a fact which serves only to exasperate the universal feeling. Among other things they have ordered a portrait and a bust: Buzzoli, an eminent artist, set having been employed to paint the picture, which is to include illustrations of his exploits in Hungary for 1850; the bust of the sculptor, to make the bust of the butcher. The butchers of the women and children at Brescia will not, it is feared, be included among the pictorial illustrations of the marshal's achievements. Several gentlemen who had given their artists orders have withdrawn them in consequence, and their brother artists feelly complain of what they denounce as a base prostitution of the arts.

A Reason for Noddy Praying.
A worthy physician of Baltimore, a member of the Society of Friends, has a favorite negro coachman, who is as bright and shining a light in the church, as is possible for a slave of abject to be. You know, I presume, how the blacks pursue their devotions. Well, Sam was in the habit of selecting his master's kitchen as the scene of the devotions which he led; and these religious services were not conducted entirely on a plan which a Quaker would altogether approve. The Doctor, however, is famous for his good nature, and he endures the noisy piety of his servant and his friends with wonderful equanimity. One night, however, when they had been unusually "powerful in prayer," the Doctor thought proper to administer a gentle reproof. So the meeting over, the zealous servant was summoned before his master. "Sam," said the old gentleman, "why does he make so much noise in prayer? Doesn't he know that the Almighty is deaf that he cannot hear? He can hear thee as well when thou whispers as when thou roars!" "Massa Doctor," replied Sam, full of confidence in his superior, theological lore, "you isn't read the Scriptures wid no kind ob 'bention'?" "How so, Sam?" "Why you done forgot, 'pears to me like you say, dar, 'Holered be thy name.' The Doctor gave up despair, for he was no answering that "argument."—Knickerbocker Magazine.

It is impossible to contemplate the early death of Byron, did not without regretting, only on the fates of other families, on the great poet, Shakespeare and Milton each died without a son; but both left daughters, and both names are now extinct.—Shakespeare's was soon so. Addison had an only child—a daughter—a girl of some five or six years at her father's death. She died unmarried, at the age of eighty or more. Farquhar left two girls dependent on the friendship of his friend, Wilkes, and yet who stood nobly by them to the last. They had a small pension from the government; and having long outlived their father, and seen his reputation unalterably established, both died unmarried. The son and daughter of Coleridge both died childless. The two sons of Sir Walter Scott died without children; one of two daughters died unmarried, and the Scotch Abbotsford and Waverley are now represented by the children of a daughter. How little could Scott foresee the sudden failure of male issue. The poet of the "Fairie Queen" lost a child when very young by fire, when the rebels burned his house in Ireland. Some of the poets had no sons or daughters. Thus we read of Chaucer's son, the Scotch sons of the sons of Burns, of Allan Ramsay, and of the poet of Campbell's epistles, of Moore's son, and of Shelley's son. Ben Jonson survived all his children. Some—and those among the greatest—died unmarried. Butler, Cowley, Congreve, Otway, Prior, Pope, Gay, Thompson, Cowper, Akenside, Shenstone, Collins, Gray, Goldsmith—Mr. Rogers still lives—single. Some were unfortunate in their sons in a sadder way than death could make them. Lady Lovelace has left three children—two sons and a daughter. Her mother is still alive, to see, perhaps, with a softened spirit, the shade of the father beside the early grave of his only child. Ada looks in her later years—years of suffering, borne with gentle and womanly fortitude—have been happily caught by Mr. Henry Phillips, whose father's pencil has preserved to us the best likeness of Ada's father.—London Athenaeum.

An American now travelling in Europe, says that "Dutch babies are the most phlegmatic, contented, independent looking creatures on the face of the globe. They never quarrel, and are never in a hurry. One of them I passed in the crowd—One of them slightly yawned; the other merely gazed placidly at me, but made no sign." Model babies those.

Not long ago, in one of our New England towns, a woman entered a Probate office, with four little "hopefuls," and with a countenance that would do justice to dark days, commenced her truly affecting appeal. Please your honor, my husband died dejected, and left four little infant children, and I pointed me executor, and I pray your Lordship will allow me to execute the deed.

Gen. Pierce, according to a statement in some of the papers, has written a cordial letter to Mr. Buchanan, soliciting his nomination of a member of the cabinet from Pennsylvania, and stating that Mr. Marcy would be his preference for the New York representative in the cabinet.

DIED.
In this town, on the 1st inst., Mr. OWEN PHILLIPS, formerly a citizen of Onslow county, aged about 42 years.

Death of John J. Moore, Esq. of South Carolina. Office Wm. & M. R. R. Co., Wilmington, N. C., Jan. 27th, 1853.
At a meeting of the Board of Directors, held at the City of New York, on the 26th inst., the following resolutions were unanimously adopted:
Whereas, since our last meeting, it has pleased an All-wise and merciful God, to call to his eternal rest, John J. Moore, Esq., of South Carolina, who, during his life, was a member of this Board,
Be it therefore resolved unanimously, That this Board have much cause to regret the death of a gentleman of his esteemed fellow member, whose private and public usefulness all acknowledge; and whose public spirit and early devotion to the cause of the South Carolina Railroad, rendered him peculiarly respected and cherished by us.
Resolved, That this Board sincerely deplore the loss they have sustained by the death of a gentleman of his talents, intelligence, sagacity and frankness in the discharge of his duties, made an useful and valuable member of this Board of Directors, and that they sincerely sympathize with the friends of the cause in their afflictive bereavement.
Resolved, That these resolutions be entered upon the minutes of this Board, and published in the Wilmington and Southern papers; and that the Secretary do cause to be made a copy of the same. JOHN McRAE, Sec'y.

Mustang Lintment and the Ladies.
In our opinion, nothing is above the comprehension of women, and with less prejudice, more liberality, and much keener perception than men, when a new idea is presented, a new doctrine taught, or a new fact asserted, she grasps it at once, and with the rapidity and clearness almost of lightning, she perceives its merits and truthfulness; and if her decision be favorable, she enthusiastically advocates and supports it. This common saying has obtained—Once get the women on your side, and you are safe. "We are happy to state that we have the ladies all in favor of the Mustang Lintment. They have tried it for Caked Breasts, Stiff Neck, Stiff Back, Stiff Limbs, Stiff Joints, Stiff Groins, Stiff Arms, Stiff Legs, Stiff Feet, Stiff Hands, Stiff Fingers, Stiff Toes, Stiff Nails, Stiff Hair, Stiff Skin, Stiff Flesh, Stiff Bones, Stiff Marrow, Stiff Spine, Stiff Brain, Stiff Nerves, Stiff Muscles, Stiff Tendons, Stiff Ligaments, Stiff Joints, Stiff Groins, Stiff Arms, Stiff Legs, Stiff Feet, Stiff Hands, Stiff Fingers, Stiff Toes, Stiff Nails, Stiff Hair, Stiff Skin, Stiff Flesh, Stiff Bones, Stiff Marrow, Stiff Spine, Stiff Brain, Stiff Nerves, Stiff Muscles, Stiff Tendons, Stiff Ligaments, Stiff Joints, Stiff Groins, Stiff Arms, Stiff Legs, Stiff Feet, Stiff Hands, Stiff Fingers, Stiff Toes, Stiff Nails, Stiff Hair, Stiff Skin, Stiff Flesh, Stiff Bones, Stiff Marrow, Stiff Spine, Stiff Brain, Stiff Nerves, Stiff Muscles, Stiff Tendons, Stiff Ligaments, Stiff Joints, Stiff Groins, Stiff Arms, Stiff Legs, Stiff Feet, Stiff Hands, Stiff Fingers, Stiff Toes, Stiff Nails, 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